

9-15-1944

## Embry-Riddle Fly Paper 1944-09-15

Embry-Riddle School of Aviation

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# EMBRY-RIDDLE

## *Fly Paper* "STICK TO IT"

VOL. VIII

SEPTEMBER 15, 1944

NO. 8

## John G. McKay Purchases the Interests of John Paul Riddle In the Embry-Riddle School of Aviation and its Affiliates

To concentrate on the Escola Técnica de Aviação de São Paulo, Brazil, John Paul Riddle has sold his entire interests in the Embry-Riddle School of Aviation to John G. McKay, vice-president and legal counsel of the organization and co-owner of the Riddle-McKay Aero College at Clewiston.

Flying training of Army Air Forces cadets at Dorr and Carlstrom Fields, and Royal Air Force cadets at Riddle Field, will continue. Chapman Field and the Seaplane Base will continue their training of civilian flyers along with what government business is available.

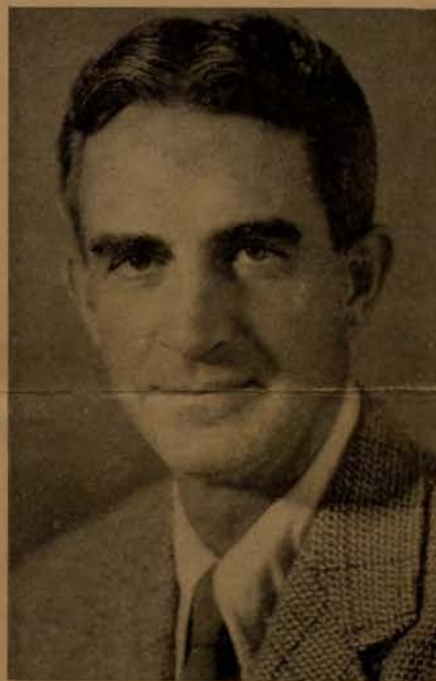
For the first time, Mr. Riddle revealed the extent of war training activities of the School. "More than 26,000 persons have been trained by Embry-Riddle. Every single one of these persons, we believe, has had a direct part in the War effort. Of that total, some 22,000 Army and Navy cadets received their flight and technical training under civilian instructors at the five Embry-Riddle Fields and at the Technical School here in Miami," he said. "More than 1,000,000 flight training hours have been flown since pearl Harbor. Today these men are in England, flying over France and Germany, in Italy and the Pacific, and on every fighting front."

Mr. Riddle emphasized that the success of this tremendous training effort should be credited to the work of Leonard J. Povey, vice-president in charge of operations; George Wheeler, Jr., executive vice-president and business manager; Joseph R. Horton, former vice president in charge of

*Continued on Page 5*



John G. McKay



John Paul Riddle

### ADEUS

This is good-bye and good luck to John Paul Riddle, a man who long ago envisioned and began building Embry-Riddle. This is good-bye to the quiet manner, the soft voice all of us know so well.

We have seen a dream burst into reality, growing larger and more clear with each new division, each additional building, each newcomer to the Embry-Riddle "family." Together we have reached the heights of accomplishment, of organization, of morale.

John Paul Riddle is leaving now for ventures in a new world, the world of aviation fast developing in neighboring Brasil. There he has found the same sky, the same air, but new horizons, far reaching and as yet uncon-

quered. There are new dreams to come true.

To John Paul Riddle this issue of the Embry-Riddle Fly Paper is dedicated. It is our tribute to him and our thanks for the heritage he leaves us, the heritage of a great name in aviation, of work well done, of good fellowship throughout a far flung organization and good will the globe over.

The Embry-Riddle name, accomplishments and spirit, fruits of a war torn world and the brain of a man who wanted to help, will branch into peacetime to take part in drawing together the peoples of the world. John Paul Riddle can be proud of the job he has done. We are proud to have been a part of it.



# Letters to the Editor

Roosevelt Field  
Mineola, L. I., N. Y.

Dear Editor Fletcher:

I am writing this letter to give you my new address and to secure an address from you. In the Fly Paper, dated July 15, 1944, on page 2, you have a letter from Lt. Joe Chimento of Northern Ireland in which he asked for my address. If you please, pass it on to him and also send me his.

I must say that it is a great pleasure to receive the Fly Paper and keep up with the boys. Major W. S. Boyd's letter to Jack Whitnall mentions Eugene Mills of Smyrna, Tenn., whom I have been trying to locate for over a year. You can see how helpful the Fly Paper is to us, not to mention the pleasure we get reading about our many friends and knowing how things are going for them.

There is another boy from Class 42-G at Dorr, who is a prisoner of war—he is Lt. Eugene G. Gwyer: American Prisoner of War No. 977, Stalag Luft 111, Germany, Via N. Y., N. Y.

Say hello for me to the gang at Dorr and Chapman Fields and please keep the Fly Paper coming my way.

Thanking you very kindly,  
R. R. McDuffie  
Lt.(jg) F/O

*Editor's Note: We appreciate being advised when the Fly Paper is responsible for bringing old friends together. Thanks, Lieutenant, for writing to us. We received another short note from Joe Chimento, telling us that he recently has been promoted to captain. He has been overseas for 18 months and soon hopes to come home to make the acquaintance of his small son.*

Somewhere in France

Dear George:

Enjoyed your letter, also all the news about the company. Was glad to hear that Gene Bryan was taking rest.

I am in France now, living in a pup tent. At first considerable excitement—several German planes shot down near us—continual noise of bombardment—much

diving into fox-holes. Now we don't tin hats occasionally at night to ward off flak—otherwise quiet. News is good.

My best to Mr. McKay, Bob Hillstead when you write, Dave Beaty, Len Povey and everyone else I know.

Sincerely,  
Frank

*Editor's Note: The above letter from Major Frank M. Dunbaugh, former assistant to George Wheeler, Jr., executive vice president of Embry-Riddle, was written to his former "boss." We also received a note from the Major telling us that he had run into a young girl in England who was a great friend of K. G. Kidman, a cadet at Riddle Field. She was astounded when she heard that No. 5 B.F.T.S. boasted a swimming pool and a lounge. (We judge that Frank knows by now that Gene and George were married on August 4th.)*

St. Louis 6, Mo.

Dear Editor:

I received my first copy of your very interesting paper and would be delighted to receive it in the future.

Any news of aviation and the people in it is welcomed by me as I am an air minded soul who some day hopes to attend your school and fly. The school sounds heavenly and must be loads of fun.

Again, I want to thank you for your kindness and interest and again I want to say the Fly Paper would be most welcome.

Thank you,  
Tess B. Malon

*Editor's Note: Aviation students must apply themselves diligently, Tess, but they do have fun in their work because they love it. When studies are put aside and flying time is up to date, there are unparalleled recreational facilities to take advantage of at Embry-Riddle and in the Miami area. We're looking forward to having you join us before long.*

Naval Air Ferry Command  
U. S. Naval Air Station  
Floyd Bennett Field  
Brooklyn 29, N. Y.

Greetings All:

I have been meaning to drop you all a line for several months but it seems that procrastination is one of the worse parts of human existence.

After leaving good old Carlstrom Field and the beloved gang, the three years have flown by on active duty with the Navy in connection with Naval Air Ferry Command. Chronologically my duty stations have been as follows:

NAS Pensacola, NAS Grosse Ile, Mich., NAS New York, NAS Dallas, NAS New York—again.

Now orders have just been received—Don't know just where but hope to get on a run terminating in Tokyo.

Mrs. Ellis (Del and Bob) will be in California and would certainly appreciate

it if they could receive the Fly Paper there. The address is 11901 Santa Monica Boulevard, West Los Angeles, Calif.

With best of luck and regards to all the gang.

As ever,  
Wyman Ellis, Jr.  
Lieut. Comdr., USNR

*Editor's Note: You certainly have been around and about, Wyman. You should have kept your mileage, it would have been interesting reading after the War. The Carlstrom gang will be interested in your peregrinations, so please write us again when you can tell us about your new tour of duty.*



220 Penna. Avenue  
Irwin, Penna.

Dear Mr. Smith:

I didn't realize that your letter had been on my desk for so long, but the news is still the same.

Howard enjoyed his training at Riddle Field very much and after leaving there spent about a month at Billy Mitchell Field, Milwaukee, Casual Officer Detachment.

He was then transferred to Randolph Field, Texas, AAFCIS, and after completing the instructor's course was assigned to Minter Field, Bakersfield, Calif. as an instructor.

With his previous training at Parks Air College, he now feels he knows a little about flying, but he is putting in his spare time in Link training and any other training available.

For a while he was at Deming, N. M., Air Base and he got quite a thrill flying back over the mountains and above the clouds.

Howard is enjoying the California climate, flying long hours at times, then with D.S. to rest up. Doesn't know what the future holds for him but many changes are being made in the set-up. Some instructors are getting into Army Transport and others overseas. Anyway, we feel he has had good training for his work.

Very truly yours,  
C. M. Drake

*Editor's Note: Mr. Drake writes in reply to the inquiries of Ernie Smith, General Manager of Riddle Field, regarding the activities of Howard Drake, a graduate of Course 14.*



Major Frank M. Dunbaugh



# Letters from Britain

42 Cramphorn Rd.  
Chelmsford, Essex  
England

Dear Editor,

It is with deep regret that I have to inform you that my husband, Reginald Ernest Farrow, Pilot Officer, RAFVR, has been killed in air operations over the Normandy battlefield.

I received a telegram Thursday, July 13, stating that he was missing from July 12. A letter followed informing me that he had been killed instantly by anti-aircraft fire and had crashed in our own lines in France.

He was a student at the Riddle Field College, Clewiston, in 1942, and he has often spoken of the grand time he had in the U.S.A. and the many friends he made there.

Charles Bing, one of the instructors from Riddle Field, was one of Reg's pals, and I am wondering if you could kindly let him know of Reg's death for me, as I have not his address.

I want to thank you all for making him so happy whilst he was in Florida.

Yours sincerely,  
Ruby E. Farrow.

*Editor's Note: We wish to extend sincere sympathy to Mrs. Farrow from the Embry-Riddle company and especially from Riddle Field, where P/O Farrow was a member of Course 6.*

3 Mount Pleasant  
Jarvis Brook  
Crowbridge, Sussex  
England

Dear Editor:

My son, Sgt. Pilot R. C. Roberts has recently left Clewiston, where he gained his wings with No. 18 Course, and we hope soon to have him back in England.

You have been kind enough to send me copies of the Fly Paper for some months past to — censored —, and they have been much appreciated. Now, however, I regret to inform you that as a result of enemy action in the form of a Buzz Bomb, that house is no longer in being, so please arrange for future copies to be sent to me at the address at the head of this letter.

The last copy I received was dated May 15th, and I dread to think that I might miss the copy which contained the Listening Out of Course 18, so if you have a spare copy will you please send one to me here?

I am so looking forward to all the news of his training, which my son will be eager to tell. I know the folk in Florida have been wonderfully kind to our lads and they will always carry a grand memory of the time spent with you.

Yours sincerely,  
(Mrs.) Ruth A. Ryan

*Editor's Note: The magnificent spirit of the Britains never ceases to be a marvel to us, and that Mrs. Ryan remembered*

*that she might have missed an issue of the Fly Paper when her home was demolished is nothing short of amazing. We have sent her all back issues and trust she will receive them in due time. We salute all those brave people on that "tight little isle."*

Wescott  
Wantage, Berks.  
England

Dear Editor:

We are most grateful to you for sending the Fly Paper so regularly since George, our son, was at Riddle Field.

He was very disappointed his stay was so short and very sorry to leave some very good friends.

He had an operation on his nose which has been successful, and now he is hoping to go on a Flying Course. We trust he will achieve what he set out to be — a pilot.

We are very interested in the Fly Paper and enjoy reading it. George has asked us to save them for him. We are hoping to have them bound and we are sure he will treasure them. He was very, very happy at Clewiston.

Wishing the Fly Paper and all connected with it, and all Clewiston, every success.

Yours faithfully,  
M. S. Sharp

*Editor's Note: We were very pleased to receive news of George Sharp, a member of Course 6 at Riddle Field, and we hope that he will write an open letter to all his friends for publication in the Fly Paper.*

London, England

Dear Editor,

I've just arrived home on fourteen days' leave and find a collection of Fly Papers waiting for me. I see you have printed a couple of letters I wrote to you. Gosh, you must be hard up for news if you have to print my "lines."

I'm afraid I haven't got a lot of news for you this time, but here goes anyway! I still hear regularly from Arthur Bryant but, apart from the fact that he is still on some sort of fighter, he doesn't tell me very much. I should imagine he's having bags



Flarppey

of fun shooting up trains and transports in Normandy now that the second front has opened. That's a job that we Riddleites should be good at.

I met Tony Mallinson about three weeks ago. He was just about to start his conversion to Lancasters so I should imagine that he must be on "ops" by now. He had been a staff pilot for quite a time, a job that so many of Course 4 seemed to get stuck with.

The same day I met Tony I ran into a chap who was at one of the other BFTSs the same time were were at Clewiston. He is on the same station as Cooke of our mob who is an instructor on twins, probably Oxfords.

Well, that's about all the news except about myself. I'm on Pathfinders now and have just started my second tour. I'll be able to shoot even bigger and better lines now. "I remember on my first tour, etc., etc." I've also jumped up to F/O since last writing. Thank Heavens. I was fed up with being one of "those Sprog P/Os."

I close now with a bit of news about Harry Forrest of Course 5. I met him a few days before I came on leave. He's on my old squadron and has almost finished his first tour. He probably will have by the time you get this.

Cheerie now. Best wishes to you all.

Bob

*Editor's Note: Congratulations, Flight Officer Lasham, and thanks for your interesting letter. Many of your pals from Course 4 are doing wonderful jobs of "shooting up trains and transports" and we wish we had the space to publish all their letters. Write us again, Bob, and "shoot us bigger and better lines" about your second tour.*

**If you would like the Fly Paper sent to you, fill out the following and mail it to the Fly Paper office, Embry-Riddle School of Aviation, Post Office Box 668, Miami 30, Florida. Requests for papers to be mailed to servicemen overseas must be signed by the addressee.**

Name \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



# EMBRY-RIDDLE FLY PAPER

"STICK TO IT"

Published Monthly by THE EMBRY-RIDDLE CO.



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GEORGE G. WHEELER, JR.  
Executive Vice-President

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Assistant Vice-President

LEONARD J. POVEY  
Vice-President  
in Charge of Flying Operations

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\* \* \*

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ADELAIDE E. CLAYTON, G and A Division

PEGGY HUMPHRIES, Landplane Base

CAY SILLCOCKS, Seaplane Base

## John Paul Riddle

When the tools of the German War lords swept the eastern hemisphere and threatened to uproot the foundations of Democracy in 1939, isolation was our headline theme. No one wanted war—everyone realized that it might be forced upon us.

In Miami John Paul Riddle spent little time discussing national policies. He was busy laying ground work for a university of the air so that youth might fly safely, backed by thorough training.

Two years passed. Years of bombings, strafings, furious air battles which reddened the skies of all Europe. Aviation became the ruthless king of the forties.

"Planes to combat planes—pilots to fly them and return to fly again!" was the plea of our leaders when Pearl Harbor drowned the screams of isolationists. It was then that John Paul Riddle said, "Training will be rushed to advance schedules set by American and British governments, and ships will remain in the air so long as there is air in which to fly!"



At the inauguration ceremonies of Escola Técnica de Aviação, John Paul Riddle presents the Brazilian flag to Lt. Col. João Mendes da Silva, Commanding Officer of the school and representative of the Brazilian Air Ministry.

John Paul Riddle's promise to his country, his associates and himself rang true. With all manpower and facilities strained toward accomplishing the Allied goal, Embry-Riddle, the largest civil aviation school in the nation, grew to world-wide importance.

Knowledge, technique, spirit flew from head to head, hand to hand, heart to heart as Embry-Riddle instructors taught each new group of aviation cadets, each new class of enlisted men of the Army Air Forces Training Command. In England, Italy and the Pacific, over France and Germany the conversational meeting place of thousands of men in Embry-Riddle.

The name of John Paul Riddle, long familiar in this country's flying circles, is destined to span the boundaries of South America and be synonymous with the flying future of our good neighbors.

—Vadah Walker



J. P. RIDDLE COMPANY  
340 ALHAMBRA CIRCLE, CORAL GABLES  
Miami 34, Florida

Dear Fellow Workers:

Although I am convinced that it is to the best interest of everyone concerned, I experience a feeling of sadness and regret in announcing my withdrawal from Embry-Riddle. Since my activities will be mainly devoted to South American operation, I will be spending a great amount of time in South America. However, my headquarters and the instructors training school will remain in Miami.

It has been with great pleasure and pride that I have witnessed the successful growth and succession of achievements made by Embry-Riddle. I am proud to have had the honor of directing the activities of the progressive and patriotic personnel that comprise the Embry-Riddle organization.

Before leaving, I want to express my personal appreciation to you for the fine job you have performed for Embry-Riddle and your country. We've been so busy that many of us have not realized that Embry-Riddle has trained more than 26,000 pilots and technicians, the equivalent of two army divisions. This accomplishment has aided the war effort materially.

Your work has contributed directly to the success of this job, a job of which you can be proud. Without your contribution Embry-Riddle's accomplishment in the war effort would have been more difficult, if not impossible. I know that Mr. McKay, Mr. Povey and Mr. Wheeler will continue to receive your complete cooperation.

For Embry-Riddle and for myself, I want again to thank you and to extend every good wish for your future.

Sincerely yours,  
JOHN PAUL RIDDLE

## Mr. John G. McKay Announces New Embry-Riddle Officers

### Postwar Plans Also Are Revealed

John G. McKay, president of the Embry-Riddle company, in announcing the new administrative set-up of the organization, headed the list with George Wheeler, Jr., as executive vice president. Mr. Wheeler has been with the company for over four years, two of which he has acted as vice president and business manager.

Leonard J. Povey, familiar figure to Embry-Riddle-ites in particular and to the aviation world in general, retains his title as vice president in charge of flying operations.

### Old Timers All

Nate Reece, Jr., another who has "grown up" with the company and has been Len Povey's assistant at Carlstrom Field for over three years, has been appointed assistant vice president.

Henry T. Carpenter, former New York business man and an Embry-Riddle-ite for the past two years, has taken on the duties as treasurer of the newly organized company.

Benjamin W. Turner, erstwhile Miami lawyer, also has been one of the "family" for three years as legal counsel. He now will act as secretary of the company.

### Postwar Role

Recognizing the important role that we will play in the postwar world, Mr. McKay has chosen as his administrators men who not only are familiar with the aviation industry but who have helped build Embry-Riddle into the tremendous organization that it is today.

Mr. McKay, who recently returned from a two-weeks' tour of military and civilian aviation installations throughout the nation, reported that the aviation industry is closely watching Miami's development.

*Continued on Page 7*

*Continued from Page 1*

aircraft and engine overhaul, and other key personnel, not forgetting the efforts of all employees.

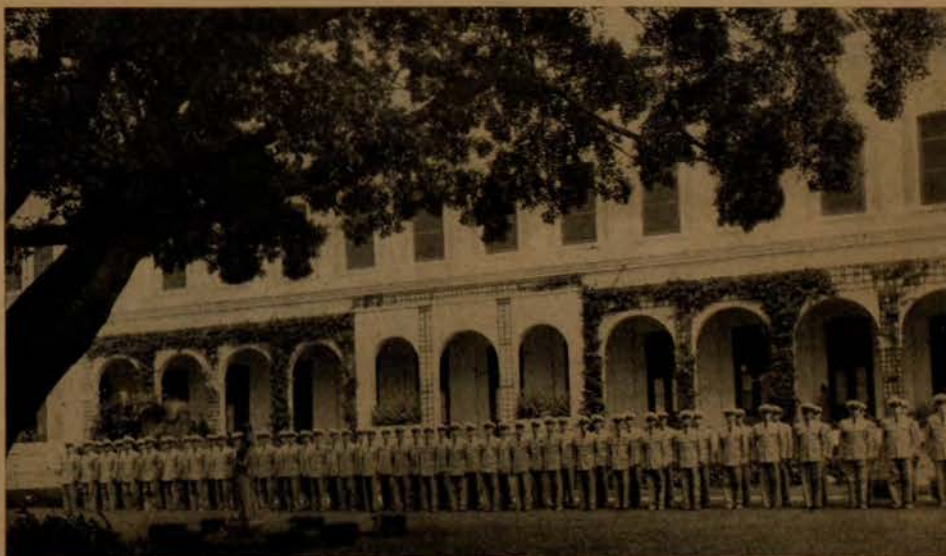
"We are proud of the part we have been permitted to play in the War effort by the Army and Navy, and they, in turn, I believe, are proud of the work which has been performed by the staff working under our key personnel," he said.

### A Small Army

At peak operations, Mr. Riddle said, the Technical School had 385 instructors, and 200 Army technical trainees were graduated every week. The aircraft and engine division has overhauled more than 21,000 aeronautical instruments, more than 3,000 engines, more than 700 complete airplanes and thousands of aircraft parts. Some 4,000 civilian trainees have been graduated by the School as pilots and technicians and have gone out to take their places in the aviation War industries.

Mr. Riddle will maintain his headquarters in the Granada Building, Coral Gables, and will divide his time between Brazil and the United States. He will continue to train American instructors at his Miami

School for the Technical School in São Paulo. Here they are taught Portuguese, Brazilian customs, teaching technique, visual education and are brought up to date in the theory and practice of the particular subject each will teach.



Brazilian cadets, who will support their country's fighting Air Force, stand at attention in front of Escola Técnica de Aviação, São Paulo, Brasil. The first class of aviation technicians was graduated August 10.



# COLONEWS

by EMILY CONLON

After much to-do about this an' that, (but Joe Simpson and Mel Wheeler are swell guys) here comes chattah and datah about folks who mattah.

I'm sitting at my desk, minding my own business, when in strolls Melvin Klein, glowing like a new fifty-cent piece, calmly stating that he is a "fathah—yep, had a little girl . . . August 25th, 9:48 a.m.,



Mr. and Mrs. Melvin Klein

Jackson Memorial Hospital, 7 lbs. 9 oz., name of Patricia Gail—big feet like Papa—at a minute's notice, he rattles off the above information. Hands out cee-gars like mad to male and female alike, makes no difference. Too bad I don't smoke cigars—look like good ones, too—oh, well.

Gertrude "Low You-Know-What-Kind-Of-Whistle" Bohres is turning model on us—is posing for Ralph Kiel and Wain "Now Let's Have That Smile Again" Fletcher. Any similarity between her companion in those Mail Your Xmas Gifts Early pictures, and a model is laughably coincidental.

## Poisonality

Florrie Gilmore is quite the telephone operator. Lil Bradford and Carol Spagnoli claim she is most apt and that "poisonality" voice is the rage. Speaking of Lil, "Myrt" to those who know, she is just returning from a vacation which she doesn't enjoy at all because she is working too hard at home. Our Blonde Bomber Carol recently has returned from anything but a vacation—has prickly heat.

Two gals from the second floor, west end, last office, seem to be monopolizing the RAF in this district. "Gorgerifus hunks of femininity" per Bert Tilton.

## J. P. Riddlers

Mike Lojinger is now in Brazil . . . Ed Stahl recently returned from same . . . Vadah Walker is spending her picture-making time in the dark—"black hole of Calcutta" room at the Colonnade . . . George Ireland and Floyd Brewer are getting their shots . . . still manage to tramp over here almost once a day to spread charm and good-will.

Bruz Carpenter and Ben Turner go on a fishing trip—then come home and buy fish for dinner so you know not to ask them any questions concerning said trip. Lil Clayton and Edna Callahan stand up to swear there just "wasn't any fish caught

that day by anyone within miles, so please don't make it hard for our bosses."

Henry Graves has a statement for the press as follows: Quote—The Asst. Vice-President In Charge Of Finegling, namely me, wishes to advise, and by this, I mean of course, according to my view, as I see it, --1,2,3,4,5,6,7,8 . . . drat those inventories-----! Unquote.

Kay "Slowly Does It" Wiedman now has to traipse from the Accounting File Room to the Accounting Room proper ninety-two times a day—has plenty to do and is holding up all of her jobs beautifully.

## Great Art

Our personality kid, Emma Carnevale, is practicing her latest achievement, ART, on the plaster-of-paris ash tray by the Switchboard—drop by and see it. Look closely and you will notice that the head of the figure has been replaced by a penciled version of any man's Dream Girl.

"Jack" Kille went to Arcadia and Clewiston last week and found Bill Liversedge busily engaged in doing various and sundry things—also reports that the folks up there are still the essence of hospitality.

We had a visit from Glen Kuhl's son, Don, two weeks ago—he was home on furlough from the Army. Must say that he was a shining example of American youth, etc.

## Another Flyer

"Skinny" Gile's son, Truman, Jr., was graduated from Dorr Field last Friday in the upper one-third of his class and was assigned to twin-engine school in Greenfield, Miss. Truman, Sr., was graduated in the next to last class at Dorr. Interesting, eh wot?

Must confess that all this probably doesn't make sense 'cause I messed around until the very, very last minute and then I ripped it off with Wain practically breathing down my neck. However, I hope I haven't missed mentioning anything that should be here. If so, please forgive your scribe who vows it *will never happen again*. (Seems to me I've heard that song before, etc.)

# Instrument Overhaul

by WALTER DICK

The high pitched tone of the directional gyro is music to the ears of the boys and girls in Instrument Overhaul, and the intricacies of the Flight Indicator have long since ceased to be a mystery, but we have not been able to figure out why we have so many casual callers!! Now, we've got it—it's our air-conditioning. It's the even, cool temperature that must be maintained for the proper adjustment of our instruments that lures our Colonnade neighbors!

We have a new superintendent in our department, Melvin Klein, who was just one of us only a couple of months ago. Congratulations are due him for more than his recent promotion, he also is the proud father of Patricia Gail. By the way, we all got together and presented the young lady with a costume that consisted of a sweet little dress, jacket and bonnet.

# New Riddle News

The Embry-Riddle company bids welcome to the *Riddle News*. Vadah Walker, former assistant editor of the Fly Paper, is the talented editor of this paper, which will be published monthly by the J. P. Riddle company.

The Fly Paper wishes great success to her sister publication, which we know also will reach the four corners of the earth and will carry around the world the message of John Paul Riddle's great work in South America.

Another event of interest to us in Instrument Overhaul was the marriage, on August 19th, of Helen Watson and Frank Torian. Frank is one of our valued mechanics and one of the oldest members of this division. In extending best wishes to this young couple the gyro gang gave them a copper fruit bowl.

## Up or Down

A very interesting letter has been received from Hugh Skinner, who is stationed at Camp Wheeler, Ga., with an infantry group. He must be having a great time, but we wonder if he had a Flight Indicator with him to determine whether he was marching up or down hill. It seems to him that all his marching has been up hill.

Now there is a lot more news to report, such as Snyder doing gyros etc., but Wain will be cutting this column down as it is. Guess I will cut to short, too. Let me give you a thought in closing. The War in Europe is showing signs of ending soon. The War in the Pacific is going well, but it will be long. *Don't let the boys down now*. Buy more and more War Bonds to speed victory.



GERALDINE WELLS TURNER, once a professional singer, turned to aviation after her husband, a pilot With ATC, was killed in India. Mrs. Turner recently received her commercial pilot's license after a course of instruction at Chapman Field. She is shown above with William Hutchins, CAA senior aeronautical inspector.





NEW OFFICERS OF THE EMBRY-RIDDLE COMPANY UNDER THE PRESIDENCY OF JOHN G. McKAY are, reading from left to right, Benjamin W. Turner, Secretary; Henry T. Carpenter, Treasurer; and Nate Reece, Jr., Assistant Vice President.

## McKAY

*Continued from Page 5*

"I found aviation leaders more convinced than ever that Miami will be one of the major points for aeronautical service, training and the distribution of materials and information."

In Washington Mr. McKay learned that the Army Air Forces are at this time making a study regarding the continuation of contract flying schools, and it is anticipated, he said, that if any contract schools are continued, Carlstrom Field will be one of them.

"We feel assured that if the study results in continuation Carlstrom Field will be chosen because of its outstanding record. It is well known that it has the best safety record of any training school in the country and the greatest flying safety record without a fatality in some 3 years. Embry-Riddle's record at all of its fields for the number of cadets trained without failure is also outstanding.

### No. 5 B.F.T.S. Continues

"Riddle Field at Clewiston, where RAF cadets are being trained, will continue as long as the British Government desires, and this Government has indicated to us that the school will continue for some time," McKay said.

Post war plans which Embry-Riddle's new president brought back with him include representing airplane manufacturers, selling airplanes at all price levels, as soon as those planes become available after the war. He anticipates a tremendous boom in private flying for business, pleasure and sport.

"We're watching the feeder line situation closely in southeastern United States to see how it will develop, and to see how such operations may be worked in with fixed base operations.

"After the war we will operate plane charter service to all points in the United States, as well as to Central and South America."

With restrictions lifted, Embry-Riddle already has felt the boom in private flying as indicated by the number of students at

its Seaplane Base on MacArthur Causeway and at Chapman Field. Students at both bases are coming from all parts of the United States to learn to fly here, and many inquiries have been received from Latin America.

"These persons are finding that Miami is a desirable place to live and work and train all year 'round, not merely in the winter and they are carrying that lesson back to their homes."

### Rehabilitation

While our technical operations have been curtailed somewhat since the Navy took over the large Tech School building, the transfer of equipment and personnel to the Coliseum in Coral Gables has been completed and training is again in operation. The Coliseum will serve as main headquarters for technical training until Embry-Riddle is able to return to its old location on 27th Avenue.

The Technical School hopes to play an important part in the nation-wide veterans' rehabilitation program and is planning for courses, staff and accommodations to handle a large number of men.

Servicing, maintenance and overhauling of all types of aircraft from the small private plane to the huge airliner, is expected to be an important part of Embry-Riddle's operation in the postwar period because of Miami's location. The company has been occupied almost exclusively during the war with army and navy contracts, but already is concentrating more on civilian service of these types. Overhauling facilities are being operated at Chapman Field and also at the company's plant on N. W. 20th street.

### Importance of Miami

"Greatest proof of Miami's place in the postwar aviation picture," Mr. McKay said, "is the watchful eye being placed on it by the west coast. The area has all the necessary potentials. It is up to Miamians and Florida to see that we make the most of them."

## The Seaplane Base Welcomes C. B. Clark As Assistant Manager

The Seaplane Base has shined up the welcome on the mat for its new assistant general manager, Charles B. Clark. "Chick," however, is well known to Embry-Riddle-ites having been associated with the company for the past three years.

He first came to Florida in 1941 to teach army cadets at Carlstrom Field, where he was a squadron commander. From there he was transferred to Embry-Riddle Field at Union City, Tenn., when it opened in July, 1942, and later was promoted to group commander. In April, 1944, he was transferred to Dorr Field, where he remained until his recent promotion.

### Flyer Since 1930

"Chick" first started flying in Springfield, Ill. in 1929, receiving his private pilot's license in 1930. In 1937 he received his commercial license and first began teaching on Saturdays and Sundays while employed as assistant actuary by the Illinois State Insurance Department.

The Base's new assistant manager was born in Hannibal, Mo., but as a small child moved with his parents, Charles O. Clark and the late Mrs. Clark, to Springfield, Ill. He was educated in the Springfield schools, and later became widely known in the insurance field.

### Insurance Man

He first began working with the Court of Honor, an old fraternal organization in Springfield, as a clerical worker, and later became the assistant actuary. He changed the company to an old line company, after which it merged with the Abraham Lincoln Life Insurance Co., and still later merged with the Illinois Bankers' Life. In 1935, he left the organization to go with the Illinois State Insurance department, as assistant actuary, for five years. He then left the insurance business to devote his full time to aviation.

He and his wife, the former Mildred Iles of Springfield, are now living at 3424 N.W. 19th Ave., Miami.

**IT IS YOUR DUTY  
TO BUY WAR BONDS**



# JOHN PAUL RIDDLE PAYS TRIBUTE



**GEORGE WHEELER, JR.**  
Executive Vice-President and Business Manager



**JOHN G. M.**



**THE LATE G. WILLIS TYSON, JR.**  
Riddle Field



**JACK S. HUNT**  
Carlstrom Field



**THOMAS L. Dorr**  
Dorr Field



**H. ROSCOE BRINTON**  
Carlstrom Field



**STERLING W. CAMDEN, JR.**  
Miami Flight Division



**ERNEST J.**  
Riddle Field

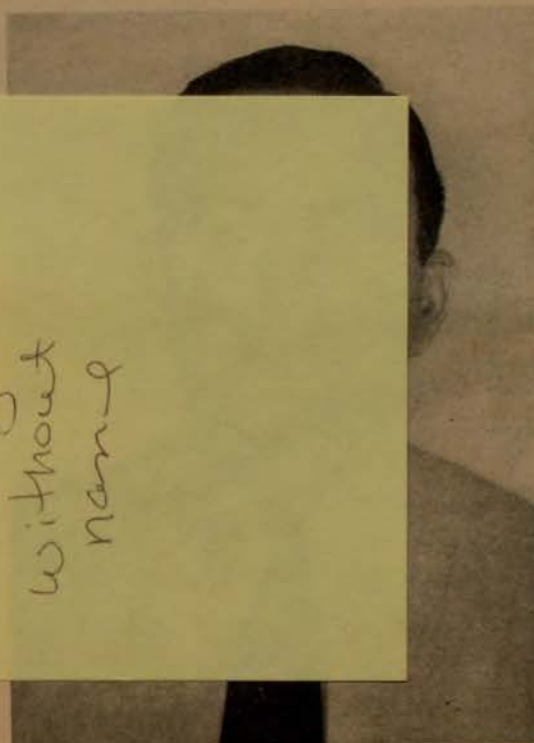


# TO THE MEN WHO DID THE JOB



J. McFAY

shot ↑ this guy  
only  
without  
name



LEONARD J. POVEY, Vice-President  
In Charge of All Operations



S. L. GATES  
r Field



GORDON P. MOUCEY  
Dorr Field



JOSEPH R. HORTON  
Engine and Aircraft Division



T. J. SMITH  
lle Field



THORNTON E. FRANTZ  
Embry-Riddle Field



JAMES E. BLAKELEY  
Technical Division



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Carlstrom Field



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Miami Flight Division



**ERNEST J. RIDDLE**  
Riddle Field



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Riddle Field



THORNTON E. FRANTZ  
Embry-Riddle Field



JAMES E. BLAKELEY  
Technical Division



# RIDDLE ROUND-UP

NO. 5 B. F. T. S.

Editors: F/Lt. L. N. KENYON, R.A.F. and HILTON I. ROBINSON



GROUP CAPTAIN H. G. ROWE, D.F.C., at the extreme right, was the honored guest at the graduation exercises for Course 19, held at No. 5 British Flying Training School, Clewiston, on August 26th. At the left is Riddle Field's Adjutant, F/Lt. L. N. Kenyon; next is the Chief of Ground School, Sqd./Ldr. J. K. Keates, A.F.C.; and standing beside the Group Captain is the Commanding Officer of Riddle Field, W/C C. W. Lindsay, A.F.C.

The past month at Riddle Field has been very interesting in many respects, in spite of the Florida sun, local downpours and the many different types of insects which have combined to make conditions intolerable at times. Of the latter the worst would appear to be the mosquito, a product of the Everglades and therefore quite different from his brethren in other parts of the world.

The voraciousness and determination of this winged monster is beyond description, but instructors and cadets on night flying swear that it can bite through any type of wearing apparel and some have even accused it of carrying a tin-opener. In fact, this particular type of mosquito has only one redeeming feature; the fact that it never carries malaria.

## Flight Lieutenant D. Roberts, D.F.C.

Information has been received through the London Gazette of 30th June, 1944, that the above named officer, who was a cadet at this school with Course No. 10, has been awarded the Distinguished Flying Cross. Thus do cadets of No. 5 B.F.T.S. continue to live up to Henry V's immortal invocation in Shakespeare's book of that name—

"And you, good yeomen,  
Whose limbs were made in England show  
us here

The mettle of your pasture . . ."

## Graduation Ceremonies

The Graduation Dinner for No. 19 Course was held in the Mess Hall on Thursday, 24th August, and, in addition to the cadets of the course, was attended by the Commanding Officer and R.A.F. and U.S.A.A.F. Officers, Ernest J. Smith, James W. Durden and instructors of the school. Cadet Wing Commander Murphy acted as Master of Ceremonies and Toastmaster and an excellent repast, prepared by Albert Berka and his staff, was enjoyed by all. After the dinner light entertainment was supplied by cadets of 19 course.

After many grinding practices and much "beetle crushing" on the tarmac, the great day for Wings Parade of Course 19 arrived on Saturday, 26th September. Promptly at 1050 a.m. the three cadet squadrons, headed by the 649th Army Air

Forces Band, swung out of the barracks area to take their places on the ceremonial parade ground.

To such inspiring tunes as the song of the Army Air Force and the R.A.F. march, the squadrons, under Cadet Wing Commander Murphy, carried out their manoeuvres in a manner which would have excited the envy of the Regimental Sergeant-Major of a Guards Regiment.

## Wings and Sheepskin

Group Captain H. G. Rowe, D.F.C., took the salute at the march past and presented R.A.F. flying badges to each of the graduating cadets. Leonard J. Povey of the Embry-Riddle Company attended the ceremony and presented the diplomas.

The ceremony over, the Army Air Forces Band played suitable light music for a short time. This is the second time these musicians have attended a graduation parade and there is no doubt that the great success of the ceremonies is due to the efforts of Sgt. Lee and his bandmen.

Course 19 departed on Monday, 28th August on the first leg of the long journey to the land of their birth. All personnel of Riddle Field and their many local friends join in wishing them all the very best of luck in their new spheres and hope they will not forget the Field where trained to take their places among the pilots of the Royal Air Force.



WINGS PARADE FOR COURSE 19 AT RIDDLE FIELD MARCHED TO THE MARTIAL MUSIC of the Buckingham Field Army Air Forces Band, which is seen at the left swinging to the flight line. In the center picture Gr./Capt. H. G. Rowe, D.F.C., is seen pinning the R.A.F. wings on the outstanding cadet of the course, P/O P. T. Murphy of London. At the right the Group Captain has a cooling drink with Leonard J. Povey, vice-president of the Embry-Riddle company, who presented diplomas to the graduating cadets.





THE BUN RACE AT RIDDLE FIELD AND THE PRESENTATION OF THE TROPHY

## Welcome, Course 22

In the midst of one of Clewiston's "scattered showers," the now famous Sugarland express deposited Course 22 in the middle of the "blue" on the 29th August. The course settled down very quickly and are now enjoying the vagaries of the P.T.17 and the various pleas of their instructors to "keep her nose up." We all welcome this course and add our advice—"What is worth doing is worth doing well."

### Postscript

The Fly Paper wishes to congratulate Warrant Officer Jimmy Woodward on his appointment to a commission and Flight Sergeant "Blondie" Kennard on his promotion to Warrant Officer.

## Aquatic Sports

Instead of the usual bi-monthly athletic event an aquatic sports meeting was held in the swimming pool on the afternoon of 16th August, 1944. The events were keenly contested and resulted in Course 19 winning the Riddle-McKay Swimming Trophy with a total of 14 points, with Course 21 a very close second, having scored 13 points.

Much amusement was afforded competitors and spectators by two comic events. There was a plate race, when some fifty tin plates were deposited on the bottom of the pool and it was the object of the competitors to dive from the deep end, pick up as many plates as possible and swim to the shallow end with their treasure. Cadet Hall of Course 21 surprised everyone by arriving with no less than 14 plates.

Then there was bun race, several small buns lavishly spread with jam were strung across the pool. The competitors swam to the buns and, without touching the means of suspension with their hands, ate the delicate morsels and proceeded on. Cadet Winch of Course 21, with his face and head covered with jam, arrived first at the finishing post.

During the intermission a Life Saving demonstration was given by cadets under the Physical Training Instructor, Sgt. Moyes. This proved to be extremely interesting to most of the spectators when they were shown that such articles as inflated pillow cases, shirts and trousers could be put to use in saving a person's life.

At the conclusion of the meeting the prizes and Riddle-McKay Swimming Trophy were presented to the successful competitors by Miss Flora Belle Humphries, an employee of the R.A.F. office.

## 'Round Riddle

As we approach the three year mark, a reminiscent mind travels back over preceding years contemplating the growth and development of an institution which has created a lasting impression within the minds and hearts of a widely scattered people. It is an organization of individuals representing the best in their particular lines. May the future activities of Riddle Field uphold the reputation of the past.

Many familiar names now grace the rosters of the nation's leading air lanes. Others are making their contributions along the battle fronts. As to those who remain here, we are proud to relate that they are doing a wonderful job upholding the traditions of this training unit.

Among the names of those who recently have sought employment elsewhere are Lou (Red) Place, the boy from Old Vincennes, with Eastern Air Lines. Jack McConkey, Johnny Davis, and "Gunner" Brink, all familiar Riddle names, are Eastern Air Liners. Bob Reese of Maintenance, Mr. and Mrs. Harold Jones, and Josephine E. Goodman have left Riddle McKay. Annette Maples, the Sunshine of Operations has matriculated in the Women's College at Tallahassee.



Graduation Dance

Local thundershowers, mosquitoes and Florida sun have driven many fishermen away from the water and golfers away from the links. The persistent are still in there pitching and will endeavor to keep the sport alive until more favourable conditions return. Our popular Bob Ruet and his charming wife have taken over the management of the Golf Course and are doing a good job. We wish them success.

Glancing out the office window: John Parker installing loud speakers . . . Pop Ellis offering his opinions on any subject . . . Harry Lehman walking along in deep thought . . . The usual 9:00 a.m. breakfast squad entering the P.X. . . A wide smile on Charlie Miller's face . . . Fred Hunziker bustling about on urgent business—which reminds us that we have a living to make and better get to work—will try to improve this column next time.

## Former Riddle Cadet Trapped Eight Days In Cockpit of Plane

F/Lt. Robert Gordon Fallis Lee, the R.A.F. flyer about whom Ernie Pyle has written in the *Miami Herald* and other newspapers around the world, was a cadet at No. 5 B.F.T.S. and was awarded his wings with Course 4 at Riddle Field in the spring of 1942.

F/Lt. Lee was shot down during combat over France and was trapped in the cockpit of his plane for eight days without food or water. The well known correspondent participated in the rescue of Lee and has wirelessed three columns to this country praising the courageous flyer who, in spite of agonizing injuries, assisted in his own removal from the wrecked plane.

When Lee left Riddle Field as a Pilot Sergeant, according to F/Lt. L. N. Kenyon, he was considered an exceptionally good flyer. The officers on the Field thought him to be level headed, dependable and of good officer material, and they strongly recommended him for a commission.

Riddle Field and the other divisions of the Embry-Riddle company wish F/Lt. Lee a speedy recovery and commend him on his extraordinary courage and fortitude in the face of an almost hopeless situation.



# CARLSTROM CARROUSEL

by EVA MAE LEE



Major Elwyn Grady Cooper, Commanding Officer at Carlstrom Field

The new Commanding Officer at Carlstrom Field, Major Elwyn Grady Cooper, is a Senior Pilot and has logged more than 3,000 flying hours since he started his aviation career in 1932.

Major Cooper, former engineer for the Florida State Highway Department, was commissioned in June, 1939, and went on active duty at Randolph Field in November of that year.

From Randolph he went to Kelly Field, from there to Maxwell and then on to twin-engine advanced at Turner Field, where he was squadron commander.

Major Cooper was assistant to the Assistant Chief of Staff at Maxwell from September, 1940, to July, 1943. In October of that year he took command at Ocala, where he remained until he was transferred to Carlstrom, relieving Captain, now Major, Clarence Porter.

Carlstrom's C.O. was born in Milton, Fla., and now makes his home in Arcadia with Mrs. Cooper, the former Josephine Howell of Montgomery, Ala.

## THE R. A. I. SIDE

It was V-Day at Carlstrom on Thursday, September 8, as the cadets of 45-A assembled for their graduation banquet climaxing victory over the "washing machine" during their ten week tenure at Carlstrom and their athletic victory over Dorr's hopefuls in the Field Day competition.

Lt. Ernest L. Haring, Special Services Officer, inspired the cadets and officers into a gala mod for the occasion with community singing accompanied by A/C Stanley Greenstein with the accordion and A/C Willard Wright and his guitar. Wing Commander Bob Geddis was the initial

speaker of the affair and after addressing those present as "gentlemen and officers" proceeded to thank the staff officers of Carlstrom for their help and guidance of the class and wished his classmates good luck in their future training. Wing Adjutant H. D. Kinney followed Geddis to the speaker's platform but confined his remarks to the orders of the day.

### Physical Fitness

The next featured speaker was Lt. Roy J. Weiner of the Physical Training department who presented the athletic awards to the outstanding athletes of the class. Lt. Weiner congratulated the graduates on their landslide victory over Dorr earlier in the day and on their 17 percent improvement in the Physical Fitness Test.

Cadet Felix Fleming was presented the Physical Fitness trophy, emblematic of his athletic superiority. Fleming won the track meet, the tennis tournament, and was high point man in the class. Cadet Clifton Heathcote received the swimming trophy, having copped the tank championship with a 14-point total. Squadron 4 was awarded athletic certificates for winning the Inter-Squadron competition.

### Foundation Laid in Primary

Capt. Thomas O. Bowen, new Commandant of Cadets, addressed the class urging them to enter Basic with the determination to be "the best pilots and the best officers in the Air Corps." Capt. Bowen emphasized the fact that their success as pilots and as soldiers depends upon the foundation they build for themselves while in training. The Commandant concluded his address by congratulating the cadets on their success at Primary and wished them luck in their future flying careers.

## Snap Shots

Bob Bullock has a dual personality: He labors under the title of Personnel Manager now as well as Assistant General Manager. By the way, from now on you will find Civilian Personnel in Barracks No. 1, rather than in Barracks No. 2 as heretofore, the latter being fully occupied by the military.

"Slim" McAnly and Instructor Harry Meyers are both proud possessors of newly arrived daughters, Kerry Louise and Judy Barrett. Congratulations to both papas and mamas. "Slim," we are sorry to report, has gone to Johns Hopkins for observation.

Theresa Gough, formerly of the Time Department, visited Carlstrom during her leave from nurse's training at Charity Hospital.

### On the Mend

H. K. Pettit, popular Mess Hall Steward, is reported as being on the road to recovery after his serious illness.

We're a little late, but we'd like to congratulate Instructor Clarence Wunder

and Lucille Bryan, former Status Room employee, on their recent marriage.

The welcome mat is out for instructors coming over here from Dorr Field and for newly assigned officers, transferred from the primary school in Ocala. We'll tell you more about them next issue.

### Army Notes

The many friends of Clarence Porter, our Commanding Officer until recently, will be very glad to hear that he has received his majority.

The north end of "Sleepy Hollow" Barracks has been transformed into a chapel, where Chaplain Shonfelt conducts services for the cadets, military and civilian personnel.

## Ground School Wins T-Flag

The Ground School Instructors at Carlstrom Field are proudly displaying a beautiful blue and white silk Minute Man "T" Banner signifying that more than 90 percent of their personnel are buying war bonds aggregating 10 percent or more of their payroll.

They are justly entitled to be proud of this record as their department is enrolled 100 percent in the War Bond Payroll Savings Plan, apportioning 10.76 percent of their payroll every payday.

Which department will be next to win the banner?

**BUY WAR BONDS  
and  
THEN BUY MORE**



Lt. George M. Goldsmith, D.F.C., A.M., of Class 43-D



## Carlstrom Graduates Win Awards for Valor In the Theatres of War Around the World

1st. Lt. Roland C. Schellenberg of Class 43-D, while flying over the North Sea en-route to bomb Hamm in Western Germany, discovered that his Flying Fortress was afire. How he landed the charred wreck safely in England, after an oxygen explosion had blown his bombardier, navigator and engineer out of the ship and had set off 50-caliber cartridges which wrecked the instrument panel and blackened the windows, is an example of the high "courage, coolness and skill" for which our fighting men are decorated.



Lt. Roland C. Schellenberg, D.F.C., A.M., of Class 43-D

Lt. Schellenberg, whose home is in Hyannis, Mass., was awarded the Distinguished Flying Cross, the Air Medal with 3 Oak Leaf Clusters and the Purple Heart. He is currently stationed in Texas where he will become an instructor in four-engine planes. Five other members of his crew are also back in the states with the news that their outfit had been awarded a Presidential Citation.

### ST. ELMO LEWIS

2nd Lt. St. Elmo Lewis, Jr. of Courtrock, Oregon, troop transport pilot, has been awarded the Distinguished Flying Cross. Lewis was a graduate of Class 43-E.

### HOWARD TEXTOR

Class 43-A has a hero in 1st Lt. Howard W. Textor of Lorain, Ohio, who won the Distinguished Flying Cross, the Air Medal with 2 Oak Leaf Clusters and the Purple Heart at Makin Island during his combat duty in the Central Pacific. He is now stationed at the Hawaiian Islands as a Flight Engineer.

### CECIL GORBY

Class 43-D also is proud of 1st. Lt. Cecil G. Gorby of East Palestine, Ohio, who has been flying in England since October 1943 as first pilot on a B-17. During his operational tour of duty he and his crew participated in many staggering raids over Germany. Lt. Gorby wears the Air Medal and the Distinguished Flying Cross with 3 Oak Leaf Clusters. He is now on temporary duty at an RAF base in England.



Lt. Cecil B. Gorby, D.F.C., A.M., of Class 43-D

### BUZZ REHM

1st. Lt. Paul E. "Buzz" Rehm of Abilene, Texas, graduate of Carlstrom's Class 43-F, recently returned from a tour of duty in England as a navigator on a Flying Fortress and has won the Air Medal with 3 Oak Leaf Clusters and the Distinguished Flying Cross. He is now in California and still hopes to win his pilot's wings. Buzz's mother writes that several poems from the Fly Paper have made the trip to England and back in his billfold.

### GEORGE GOLDSMITH

2nd Lt. George M. Goldsmith of Los Angeles, Calif., has been stationed in New Guinea for the past year. He has been awarded the Distinguished Flying Cross and the Air Medal with Oak Leaf Cluster for extraordinary achievement while participating in aerial flights in the Southwest Pacific Area. According to the Commanding General of the Fifth Air Force, these flights included dropping supplies and transporting troops over territory that was continually patrolled by enemy fighter aircraft. Lt. Goldsmith, who was another Carlstromite of Class 43-D, has recently completed 1250 hours in the air.

### ARTHUR KARP

Seventy-two trips over the "Hump" as first pilot of a B-24 Liberator Bomber during 10 months of service with the 14th Air Force in China won the DFC for Capt. Arthur D. Karp of New York City, a Carlstrom Field graduate of Class 42-G.

"You often fly high over dark, mysterious jungles where the vegetation is so thick that a man can bail out 30 minutes from his base and spend as many days fighting his way back," Capt. Karp said in describing the Himalayan route.

Capt. Karp flew 26 other combat missions during his tour of duty in the China-Burma-India theater and won the Air Medal in February of this year. As a part of the 308th Bomber Group, his plane shot down six of 212 Zeros credited to the

group. His flight also sank an 8,000 ton Jap ship.

Capt. Karp is now a member of the Advisory Training Board at Columbus Field, Miss.

### WARREN KOCH

1st. Lt. Warren C. B. Koch of Macungie, Pa., member of Class 43-E, has been awarded the Distinguished Flying Cross.

Embry-Riddle is proud of the magnificent records being made by the boys who received their primary training under the banner Carlstrom Field.



Lt. Howard W. Textor, D.F.C., A.M., of Class 43-A



# DOINGS AT DORR FIELD

## Gigs and Gigs

It is to be supposed that everyone in the Air Corps, and especially the Cadet Corps, has heard of the word *gig*. It is one of those little words which plays a role equal to *if* in the everyday routine of a cadet's life. No one seems to know the origin of this charming little word. Perhaps it is an outgrowth of the rather canine-like expression of *grr-rr-rr*, although the latter has become the reaction of the former through some twist of human nature.

In the Army, the *gig* is very important. Being rather prolific by nature, one *gig* (or two?) seems to become many in a short period of time. In fact, a week is quite sufficient to produce quite a family of *gigs*. This fact is due to several reasons, and any disbeliever of the above statement must be a civilian or "on the beam" to an insufferable degree.

### A Social Error

Perhaps the most important reason that *gigs* expand in a manner not unlike the binomial theorem is that they are given for so many reasons. The offense may range all the way from a pair of unshined shoes to something really serious, such as being AWOL. Usually, however, the offenses fall into the category of rather petty things, such as the shoes or an unfastened button.

If one stops to reflect, it becomes obvious that there are untold opportunities in a week in which to forget to rebutton some of the more important buttons on one's uniform. Seven forgotten buttons usually result in one hour's exercise during the next open post period. Besides, it's a social error to forget one's buttons.

### Gleaming Toes

Also, when one is waltzing gaily around the floor at the local Cadet Club, half of the Field's complement is afforded an opportunity to step on the gleaming toes of the unfortunate's shoes. No one wants to give up dancing so the only remedy is to sneak in a re-shine before too long.

Again, everyone has a locker with which to pick up a couple of more *gigs*. Using this locker as directed is one small way by which one could cut down on the amount of *gigs* collected around here in one short week. Besides, if a locker is left open, one's morning orange always becomes a demerit in the form of "food in locker, such-and-such an inst." Doubtless, most Cadets have seen such a report on the official "Dorr Field Touring Club" bulletin which is posted daily on each barracks.

Another element of extreme importance in the art of collecting *gigs* is human nature. Now, human nature is a big subject and it has been discussed for centuries by



THE WINGS OF TOMORROW

men whose knowledge of that theme is displayed in all the more-enlightened libraries of the nation. However, since the Fly Paper consists of only sixteen to twenty pages, it is taken for granted that everyone knows a suitable definition of human nature and so on with the question at hand.

### Household Chores

Sweeping floors, dusting furniture, making beds and performing various other duties connected with a good course in Home Economics did not constitute a man's duties in civilian life. However, such duties do befall these same men in the Army. The natural reaction at first is to think, "to h--- with it, why should I dust the lamp?" That's human nature—of a sort. It's a lot of fun to think that, but it is of no avail in the Army. As a consequence it is much easier to dust the lamp and go out the next evening. The Army is a vast system and one might think that one dusty lamp wouldn't make too much difference in the outcome of total war. Be that as it may, a dusty lamp will produce *gigs* every time.

### Wanna Shave?

Being unshaven is a wonderful way to add to an already swelling conglomeration of *gigs*. All who read this will readily recognize the fact that twenty minutes is plenty of time in which to dress, wash, make a bed, sweep, dust, lock everything and clean up one's person and belongings in general. Shave? Oh, yes, that's the biting question. Shaving comes in there also. It's not really so bad. There are two wash basins in each bathroom and only eight men in each room shave every day. One

might take advantage of the condition in which a thirty second shave leaves the toughest of faces by getting a certificate from the Red Cross Blood Bank within a week. The answer to the shaving problem is the same. Go ahead and shave (refer to W. D. circular number ? concerning exactly how) in order to save trouble and keep the bulletin boards from becoming overcrowded.

### A Sunnier Life

The tactical officers, the O. D., the S. O. D., the A. O., and the C. O. and all the other alphabetical dignitaries concerned with running the post will be greatly pleased if the proper caution is exercised against large amounts of *gigs*. Everyone will be happier and life in general will be a bit sunnier if those finer points of army routine are attended to with reasonable regularity.

## Taking Over

With a roar of approval the Cadet Officers of Class 45-B at Dorr Field took over the "Ship of State." This was a red letter day for at this time the term "Upper Classmen" was thrust upon the "Wild Blue Yonder Boys".

"We'll be the best class ever to touch the soil of Florida" was the cry heard from the congregated echelons comprising 45-B.

Similar vigorous statements could be heard from all parts of the post and with our new cadet officers how can we fail? (Four weeks isn't a long time.) Let's co-operate to make the next four weeks the best part to date of our military career.

Many have suffered by talking—  
Few by silence!



## Bread'n Butter Flyers

Regardless of Hollywood dramatics there is no hit or miss technique in flying an airplane skillfully. It is a business, all the way from the briefing before take-off to the final roll of the wheels on landing.

Almost all pilots have seen a veteran flyer cutting didoes in the sky. That guy, it is the common opinion, is really hot, he is a seat-of-the-pants-pilot. And brother, how wrong that common opinion is. If the pilot is a veteran flyer he is probably a professional, flying is his job, his bread and butter.

Flying to him is a technique that has taken hundreds of hours to perfect. His perfection is developed in the same manner as that of a surgeon who spends several years of practice and thought learning his job. A skilled pilot spends several hundred hours of practice and thought before he effortlessly flies by what is called the seat of his pants but by what is really precision perfection backed by thought and knowledge.

Airplanes have no opinions, airplanes can't think. This is where the pilot fits in—he must do the thinking. It is thinking ability that enables the pilot to be complete master of his ship. When he stops thinking and applies a false conception, such as seat-of-the-pants-flying, he no longer is master of his airplane and eventually it will take its toll in crash and injury, perhaps death.

Seat-of-the-pants-flying may seem dramatic in the movies. But the movies are make-believe. They have nothing to do with the profession of flying as practiced by bread and butter flyers. Professionals find their drama in flying with the minimum of risk and the maximum of safety possible on any given mission.

—AAF Office of Flying Safety

## Chaplain's Corner

by Chaplain L. H. Shonfelt

It is interesting how word meanings change with life's experiences. There was a time when I thought a gold brick was a solid block of precious metal. But now that term denotes an individual who is endeavoring to shirk a responsibility. He is not very well equipped in society, for he accepts the privileges of the group and "yells" loudly for his rights, but refuses to help carry his end of the load.

However, we have them in religious society too. I would call them spiritual gold-bricks. They are the worst enemies of organized religion, for having accepted Church obligations in a formal sense but denying them in all practical purposes, they are false representatives within the folds of the Church.

They shout loudly for freedom of religion, but what they actually mean is freedom from religion. They would complain bitterly if someone would break the moral code and steal their possessions, but they do nothing to aid the institution which supports America's moral standards.

## Dorr Honor Roll

Many have noted that the Honor Roll in the War Room at Dorr Field has had a considerable number of names added to it recently. These are men who received their primary training at Dorr and who since have been decorated or killed either in action, or the line of duty.

Daily the Honor Roll is consulted by interested personnel at Dorr, who have known personally the two hundred men whose names will be emblazoned on the pages of the history of World War II.

The spiritual goldbrick wants a minister to marry him, but takes no interest in that minister's Church either before or after the ceremony. They will call upon God in a jam, but promptly forget him in the more normal pursuits of living. They expect all of the privileges, but accept none of the responsibilities of the Church.

The species, "Spiritual Goldbricks" often multiplies as men put on the army uniform. However, being away from home is no excuse for staying away from the Church.

Go to your Church next Sunday. It is your duty to God and to your Country.

## 45-A Graduates

Formal graduation exercises for the Class of 45-A at Dorr Field were held on Labor Day. The program opened with a parade and review during which certificates of graduation were awarded to the members of the class.

After the presentation there was an impressive flying competition. The 90-degree Accuracy Stage was won by A/C Murphy, W. G., and A/C Taylor, F. M. took the honors in the 360-degree Overhead Approach. Bomb dropping resulted in a tie between A/Cs Phillips, D. B. and Brown, L. A., and A/Cs Drake, C. J., and Haverland, W. H. tied in the Acrobatic event.

The day before graduation Class 45-A held its dance at the Cadet Club in Arcadia. The Club was decorated gaily which added much to the atmosphere of the party, the music for which was furnished by an orchestra from Avon Park Bombing Range.

Later entertainment was furnished by the graduating Cadets which included several vocal selections by A/C R. J. Moon followed by A/C Stark with his electric guitar. A barber shop duet composed of Hank Llewellyn and Mr. Moore caused much enthusiasm among the audience. Capt. Smith also played two piano selections which climaxed the entertainment, and the festivities closed with the group singing the Army Air Corps Song.



A COW JUMPED OVER THE MOON ONCE!



# CHAPMAN CHATTER

by PEGGY HUMPHRIES

When "Cookie" DaBoll stepped from the ranks of Fly Paper associate editors to lead the life of a lady of leisure, someone had to take over this little corner of news. Seeing as how it fell to me—I'll try my best to fill her shoes, but have no hopes of equalling her fine record.

To start things rolling, we would like to welcome Earl Battersby and Les Bowman to Chapman Field. These two chaps are our new hangar chiefs.

Speaking of the hangar gang, two of our instructors, lovely Nancy Graham and Charlotte Kayser, are spending as much of their time as possible learning to tell one nut from another. More H.Power to them!

We have been trying to get the crowd together for a Hot Dog Roast, but no one seems to be taking the initial steps to put it over. Let's get everyone's cooperation and see if we can't gather around and stage a bang up party.

## Wringing Wet

Once again the ol' tradition of ducking in the bay has returned to Chapman. Just recently Pat Paterson and Rabb Yongue, who received their Private Tickets a few weeks ago, were the first of a long line to be taken to Riddle Lake for a thorough dousing. We promise more action in the

near future, even tho' it takes time, effort and brawn!

Bill McGrath's beaming countenance was seen around here the other day, along with that of Mr. "6 x 6" Moxley. We saw Jack McConkey hovering around the Colonnade last Sunday—hope he gets down to see us soon—we like to see our old timers.

"Al" Sutter has sold his lawn mower. He says he doesn't need it since Yo-yo Harbison started doing the job for him!

## She'll Be There

We mentioned dunking Rabb Yongue a few paragraphs back and it occurred to us to give you a thumbnail sketch of this young lady. We asked her why she had taken up flying and she gave us a very sensible answer, "Everyone will be flying in the future and I want to be in on it."

Rabb, who is a daughter of the late Mr. and Mrs. J. B. Yongue, makes her home with her brother, Samuel Anthony, and sister, Lucy, in Fairfield, Fla. Another brother, Alexander, is with the Army Air Corps.

Attending grammar school in Fairfield and being graduated from the Reddick high school in 1943, Rabb decided that she preferred flying to going to college. So to Chapman she came, bag and baggage and a pair of goggles.



Peggy Humphries, Chapman Field's new Associate Editor

While taking flight instruction she has been living at the Embry-Riddle dormitory at 222 Calabria avenue, and is always in the very center of the dorm girls' various activities.

By the way, do you own a dog? Do you know of any homeless pups? Bring them down to the Chapman Kennels—they too can join the Chapman K-9 Division and learn to "oriate"—dog-gone it.



## Why Read It? . . . Help MAKE It!

Aviation is going places during the coming peacetime year . . . just as it is going places during these days of conflict. Thus, there is a double incentive to build a career in this vital industry. As a trained specialist, you're needed now. And your opportunities in the post-war future are practically unlimited. Why not choose the branch in which you are most interested and start your schooling now? Write us for the complete story.



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